



Summary of Benchmarks and Indicators

Benchmarks

The only way to gauge progress on transportation challenges is to set specific targets and track government performance. The commission has outlined groundbreaking measures that would establish transportation goals and benchmarks and hold government officials accountable for achieving them.

Congestion and delay will be better than the national mean. Traffic congestion in Washington is among the nation's worst, especially in the central Puget Sound area. For example, the Seattle-Everett metropolitan area experienced 70 hours of average delay per driver in 1997 compared to the national average of 40 hours. The annual cost to Washington drivers is 130 million lost hours and \$2 billion in wasted time and resources. *(Option 9)*

Vehicle miles traveled per capita will not increase over current levels. In the last 20 years, Washington's population has grown 40% while total vehicle miles traveled has grown 60%. However, the number of miles driven per capita has held relatively steady at 9,000 miles per person per year since 1990. *(Option 10)*

The non-auto share of commuter trips by transit, bicycles, and other choices will increase. The trend from 1980 to 1990 was a declining share of trips made by means other than autos. That trend will need to be reversed if growth is to be accommodated in urban areas. *(Option 11)*

No city street, county road or state highway will be in poor condition. In 1971, about 30% of the state's highways were in poor condition, but through consistent funding, that figure declined to less than 10% by 1998. Data on the condition of city and county roads are currently being collected. *(Option 7)*

No bridge will be structurally or seismically unsafe. The state has been actively pursuing a program to retrofit bridges and structures identified by risk level. Over 300 bridges have been retrofitted at a cost of approximately \$40 million. However, almost 1,000 bridges remain to be repaired in the two highest risk levels. *(Option 8)*

The administrative efficiency of all transportation agencies will be at the national average in the short term and in the top 25% in the longer term. Using federal government data, WSDOT ranks high in administrative costs along with states such as California, New York and Illinois. Administrative costs for the state, counties and cities grew considerably faster than inflation and outpaced spending on maintenance and construction. *(Option 12)*

Public transit operating costs will be at the peer group median. Washington's transit agencies have consistently ranked high in operating costs compared to agencies of similar size around the country. Since Initiative 695, transit revenues have been greatly reduced, resulting in cutbacks in administration, planning and customer service. Eventually, there may be cuts in operations. *(Option 13)*

Indicators

The Commission has developed indicators for safety, air quality and freight mobility that need to be monitored to assess the impact of our transportation system on these important issues.

Fatal accidents will continue to decline. *(Option 14)*

Air quality, carbon monoxide and ozone will be maintained at federal standards. *(Option 15)*

Growth in trade-related freight movement will be accommodated on our transportation system. *(Option 16)*